



Bulletin 2 November 2014

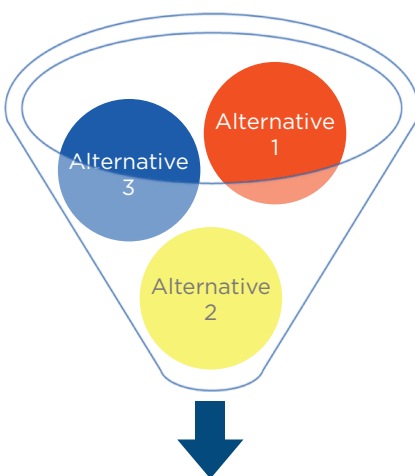
OPTIONS TO IMPROVE RAIL IN NEW ENGLAND UNDER REVIEW

A rail study by the Massachusetts Department of Transportation (MassDOT) and the Vermont Agency of Transportation (VTrans) has identified possible options for more frequent and higher speed intercity passenger rail in New England and Canada.

The Northern New England Intercity Rail Initiative (NNEIRI) focuses on two rail corridors linked in Springfield, Massachusetts: the Boston-Springfield-Montreal and Boston-Springfield-New Haven corridors. The Corridor route travels through portions of Massachusetts, Connecticut, Vermont, New Hampshire, and Quebec.

The study builds upon existing plans and projects underway in the Corridor and focuses on making additional incremental improvements to rail facilities. At the onset of the study, 18 scenarios were evaluated and have now been narrowed down to three alternatives for further evaluation.

Key considerations during the development of the alternatives included: station locations, train speed and frequencies, ridership projections, infrastructure requirements and environmental impacts. Train sets, including tilt and non-tilt train equipment, and modifications to track were also factored into the development of alternatives.



Recommended Alternative

The three rail alternatives will be discussed at public meetings that will be held on November 17 and 19, 2014.

Based on public comments and additional analysis, the best attributes will be combined to identify an alternative to advance further through the development process in the coming years.

The NNEIRI study underway is being supported by the Federal Railroad Administration and in collaboration with the Connecticut Department of Transportation, New Hampshire Department of Transportation, and the Quebec Ministry of Transport.

UPCOMING PUBLIC MEETINGS

Monday, November 17, 2014 at 7:00 PM

Hotel Coolidge
39 South Main Street
White River Junction, VT 05001

Wednesday, November 19, 2014 at 7:00 PM

Union Station
2 Washington Square, 2nd Floor
Worcester, MA 01604

Meeting locations are accessible to people with disabilities. Persons who would like to request any language (non-English) interpretation assistance, American Sign Language interpreters, assistive listening devices, handouts in alternative formats, or information on the meeting should contact: Jill Barrett by email jbarrett@fhiplan.com or by phone (860) 570-0740 by November 10, 2014.

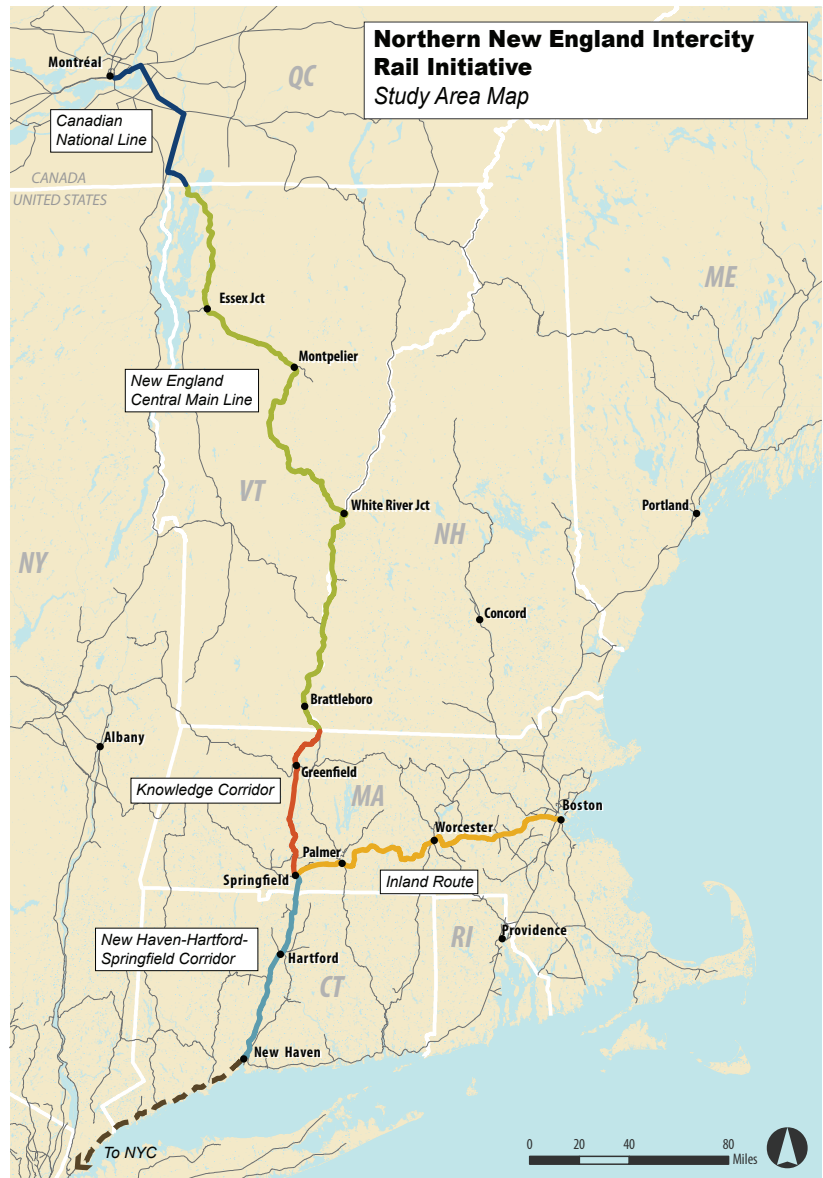
WHAT COULD INTERCITY RAIL LOOK LIKE IN THE FUTURE?

Throughout the United States, the number of miles that people drive annually is falling. Will the trend continue? The Millennial generation is less interested in owning cars and is using public transportation at higher rates than previous generations. They are choosing transit in growing numbers so they can safely use their phone, tablet, or laptop while they travel.

The NNEIRI planning team looked at conditions of existing track and stations, population and economic data, staffing, and equipment and identified three alternatives for improving intercity rail service. The three alternatives developed by the team offer different options of service, including variations of speed, the number of trains and stops, and type of equipment used.

- **Alternative 1, Corridor Service**, adds local trains and upgrades speeds to at least 59 MPH.
- **Alternative 2, Corridor Service with Speed Improvements**, adds express trains with speeds up to 79 MPH.
- **Alternative 3, Corridor Service with Speed and Equipment Improvements**, adds more local trains and increases the speed of express trains to a maximum of 90 MPH.

The following table summarizes the number, frequency, and run time of trains for each alternative.



Alt*	Maximum Speed	Service Type	BOS to SPG Service		SPG to MTL Service		BOS to NHV Service	
			Round Trips	Run Time	Round Trips	Run Time	Round Trips	Run Time
Alt 1	60 MPH**	Local	6	2:12	3	7:08	4	3:52
Alt 2	79 MPH	Local	5	2:01	3	6:35	4	3:41
		Express	5	1:52	2	6:17	4	3:32
Alt 3	90 MPH	Local	11	1:51	3	6:04	4	3:31
		Express	5	1:41	2	5:44	4	3:21

*Fare structure is consistent among alternatives

**Maximum speed will vary where existing operating speeds are higher

PROJECT MANAGERS

For all questions and comments related to the study, please contact:

Ammie Rogers

MassDOT, Office of Corridor Planning
ammie.rogers@state.ma.us
(857) 368-8884

Scott Bascom

VTrans Planning Coordinator
scott.bascom@state.vt.us
(802) 828-5748

WE'RE ON THE WEB

Follow the Northern New England Intercity Rail Initiative study on the project website:

www.mass.gov/massdot/northernnewenglandrail. Read study reports and documents, meeting summaries and presentations.